

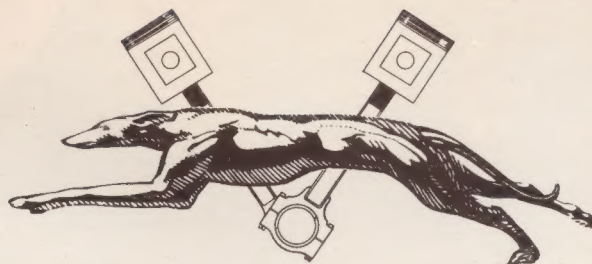
# The Fork & Blade

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.



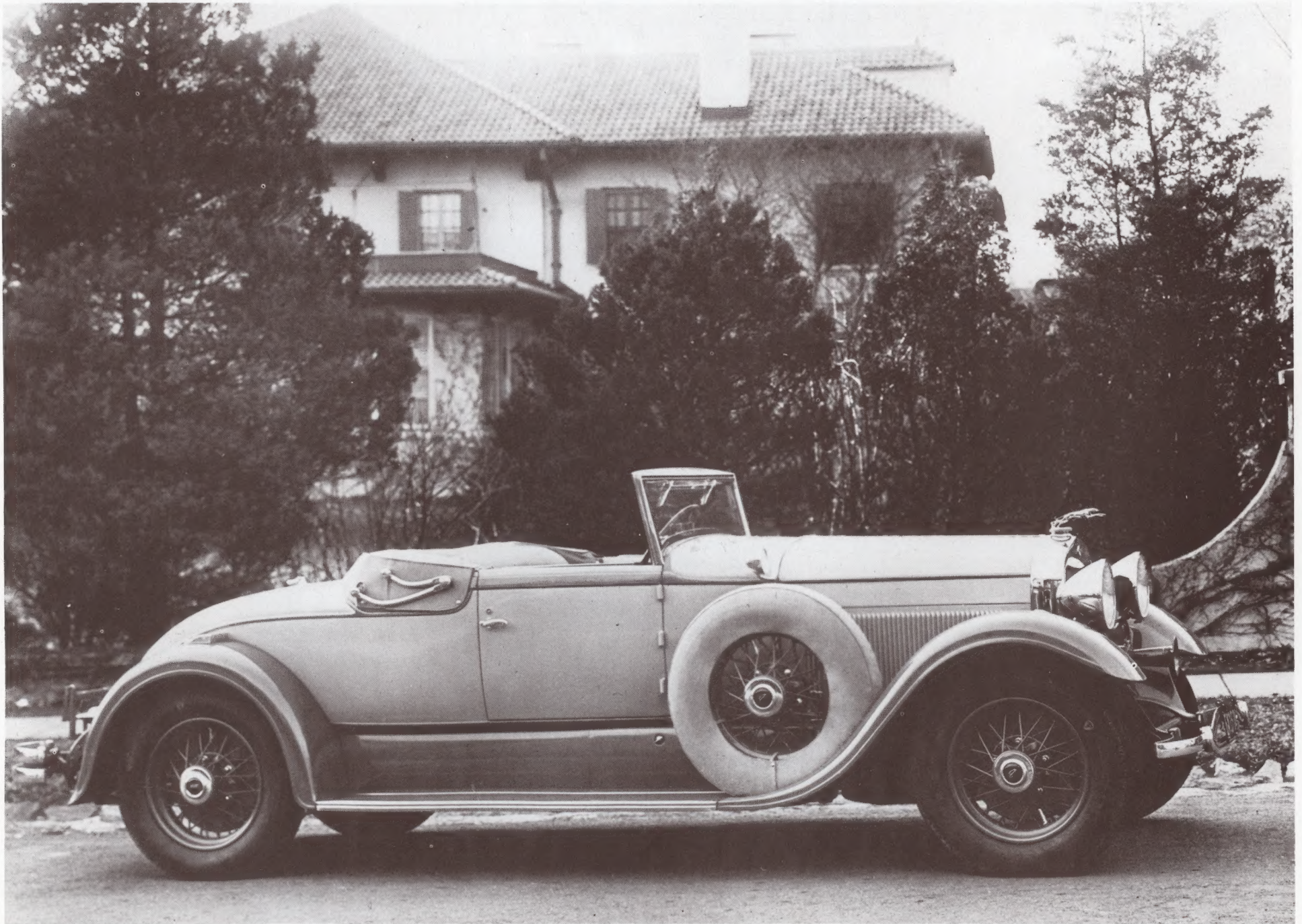
VOLUME 19 NO. 1

JANUARY-FEBRUARY 1980





1930 LeBaron Roadster





# The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

P.O. BOX 189

Algonquin, Il. 60102

## EDITOR

Rick Zobelein

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**THE LINCOLN OWNERS' CLUB, INC.** is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

**THE FORK & BLADE** (USPS 055-430) is the official publication of the Lincoln Owners' Club and is published bi-monthly at 821 W. Chicago St. (Box 189), Algonquin, Il. 60102. Second class postage paid at Algonquin, Il. Articles and opinions expressed herein do not necessarily represent the views of the officers, editor, or membership. Every attempt is made to publish accurate and beneficial information; however, no responsibility is assumed by the club for damages incurred or losses sustained as a result of this information. Material submitted for publication should be mailed to:

## EDITOR

**FORK & BLADE**

2510 Alameda

San Mateo, Ca. 94403

## PUBLICATION DEADLINES

December 15.....Jan.-Feb. Issue  
February 15.....March-April Issue  
April 15.....May-June Issue  
June 15.....July-August Issue  
August 15.....Sept.-Oct. Issue  
October 15.....Nov.-Dec. Issue

**MEMBERSHIP DUES** are \$10.00 a year, of which a portion is applied to a calendar year subscription to the FORK & BLADE magazine. Memberships are nonretroactive and commence on January 1 or date paid, and expire on December 31. New memberships received between November 1 and December 31 are valid for the remainder of the year in which paid, plus the following year.

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# Club Projects

1. 1924-1930 Lincoln Service Bulletins .....	\$ 30.00
2. 1931-1935 Lincoln Service Bulletins .....	25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins .....	5.00
4. L Lincoln Shop Manual .....	20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards) .....	5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards) .....	5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Il. 60102.



# EDITORIAL

For the first time, the Lincoln Owners' Club will have a National Meet on the West Coast, to be held in August, in conjunction with the famous Pebble Beach Concours. This will allow more Lincolns to congregate in one place, while members can enjoy two big meets at one time. The site for the LOC National Meet will be in the San Francisco Bay Area, being very accessible to the airport as well as "The City". This should be reason enough for a lot of you residing in the East to make a vacation out of it and visit California. Mark your calendar for August 21, 22, 23, & 24th.

If you have been reading your Fork & Blade you will have noted in the last issue that we have a new Board of Officers for 1980. Noticeably absent on the list was Henry Harper. For years, Hank has put in much time and effort in supporting the LOC. He has now decided to retire for the time being to take a much needed vacation.

This brings up a point that should be made to all the faithful of the LOC. In case one has not noticed, the same group of people have been rotating around the Board of Officers for a number of years. This is not a game of politics, but of necessity. Year after year, the same group of people attend the National Banquet, decline to take a seat on the Board, and thus vote in the same group who accept the positions only in the spirit of keeping the club alive. After a number of years, the group becomes passive and the club starts to slow down as no new fresh ideas are brought to light. Last year, a little "new blood" was added to the system in the form of a new Editor with an aggressive posture who gave a new face to the Fork & Blade. Because the National Meet will be held in the West this year, there will be more "new blood" to have their chance at making the Meet a great success. This is however, just a small part of freshening up the club. Consideration should be given to having national elections with all members voting by mail. Nominations would be opened in mid summer with ballots mailed out and returned before the National Banquet at Hershey in October. This will involve more of the general membership and hopefully encourage more people to assume an active role in the administration of the LOC. Response to this idea will be greatly appreciated.

For those of you who do not read your magazine, it should be pointed out that all material for the Fork & Blade, articles or advertisements, are to be mailed to California, not Illinois. Mailing such material to the club headquarters only serves to delay their inclusion in the magazine which is written and printed in California. Articles of any kind, either on your own car or of a technical nature are ALWAYS appreciated. Please support your club and submit.

In case you haven't noticed, this magazine is easier to read as the editor has junked his old electric portable in exchange for an IBM Selectric. Now if he can just remember how to spell!



# LINCOLN Eight 1932 (Late)

Standard Line (136" wheelbase)  
Serial No. 70,001 and up\*\*

## A. E. A. TUNE-UP SYSTEM

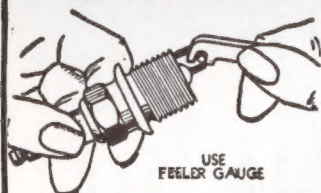
## Standards of Adjustment

Automotive Electric Association  
Revised to September, 1936

Form No. LI-4

### IGNITION

#### SPARK PLUGS



Size  $\frac{3}{8}$ " S.A.E. Gap .025"  
Original Equipment  
Champion Type C-4

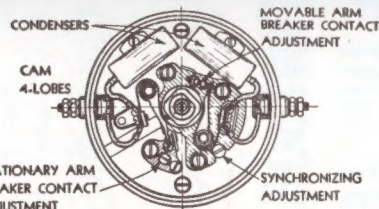
Consult Champion  
Operating Range  
Chart\*

#### Distributor



Auto-Lite  
IGL-4001A  
IGL-4003

Firing Order  
1R-4L-2R-3L-  
4R-1L-3R-2L

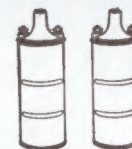


Breaker Contact Gap—.020" (Exact)  
Synchronization—30° & 60° Distributor Cam (Engine 60° & 120°)  
(Variation not to exceed plus or minus  $\frac{3}{4}$ °)  
Condenser—Part No. IG-2671A, E Capacity—.20 to .25 Mfd.  
Rotation—Counterclockwise (viewed from top of distributor)  
Manual Advance—10° (Distributor)  
Automatic Advance—Semi-Automatic—13° at 1800 R.P.M.  
(Maximum advance in distributor degrees at distributor R. P. M.)

#### Breaker-Arm Spring



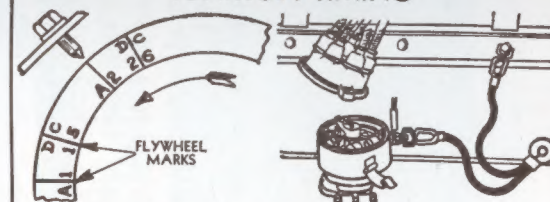
#### COIL



Auto-Lite  
No. CE-4001L

Two Coils Used.  
Coils mounted on  
dash under the cowl.

#### IGNITION TIMING



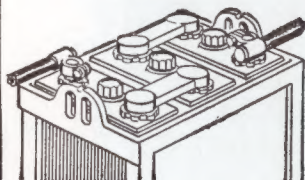
Synchronize—use rotary spark gap.

Use Timing Lamp—Stationary contacts to open slightly before top dead center (for cylinder 4L) when mark A2 lines up with pointer on flywheel housing. These contacts control left-hand coil and fire left bank of cylinders.

Manual spark control fully advanced.

### STARTING & LIGHTING

#### BATTERY



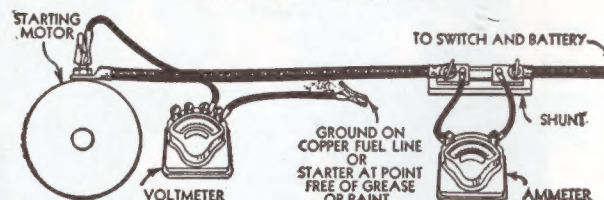
EXIDE—Type LX15-21L

Capacity—138 Amp. Hour.  
(20 hr. rate)

Location—On right side  
under front floor boards.

Ground—Negative terminal  
to frame.

#### STARTING MOTOR



AUTO-LITE No. MAL-4001

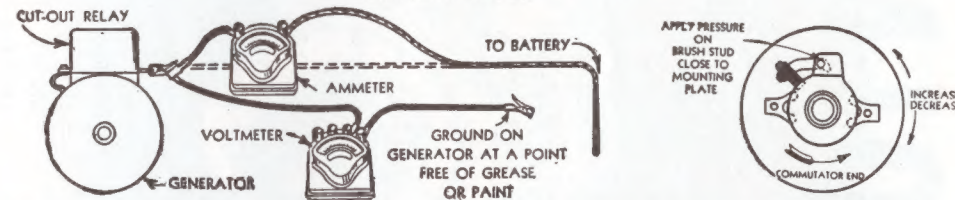
Drive—Bendix Part No. EB-75

Free Running Speed—(with Bendix)

3100 (Min.) R.P.M. 51 (Max.) Amps. 5.5 Volts.

Lock Torque (Stalled)—22.0 Ft.Lbs. 600 Amps. 3.0 Volts.

#### GENERATOR



AUTO-LITE No. GAU-4001, GBC-4002\*\*  
Maximum Generator Output:

Hot—13.0 Amps.	8.0 Volts, at 1750 R. P. M. of	These readings taken at generator. Readings at ammeter on dash will be approximately 4 amperes lower.
Cold—15.8 to 18.2 Amps.	8.0 Volts, at 1600 Generator	

Cut-Out Relay—Part No. CB-4014-L  
Closes at 7 to 9 Volts; at 550 R.P.M. (Gen.) Opens at .5 to 2.5 Amp. discharge.  
Brush Spring Tension—22 to 27 oz. (all brushes).

### VALVES

#### CLEARANCE



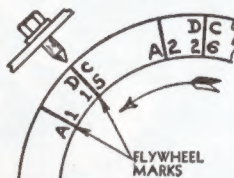
Engine Cold

Intake—.003"

Exhaust—.004"

Lash valves at top dead center position as indicated by flywheel marks.

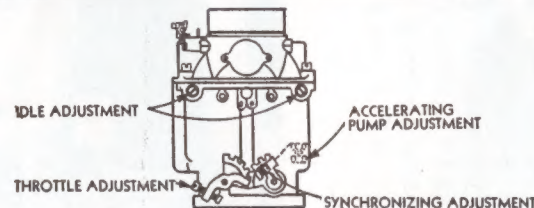
#### TIMING



Exhaust Valves close  
AT top dead center.

Tappet Lash for timing:  
Exhaust, .004" (cold).

### CARBURETION



STROMBERG—Model DD-3 (No. A-14813) TYPE—Dual Downdraft

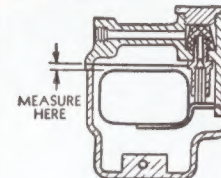
Idle Adjustment—Open  $1\frac{1}{2}$  turns. Synchronize throttles.  
IN: To make rich.

Fixed Jets—Metering Jet—Size .080" (Part No. P-15926)  
By-pass Jet—Size .046" (Part No. P-15927)  
Auxiliary Metering Jet—Size .044" (Part No. P-16362)

Acceleration Pump—To reduce discharge, loosen lock nut and turn pump adjusting screw up (clockwise).

Seasonal Adjustment—In summer, turn pump adjusting screw up (clockwise); In winter, turn down (C.C.W.).

#### FUEL LEVEL



Float Level— $\frac{3}{8}$ "

Measure from machined surface of float chamber cover to top of float when valve is closed.

### COOLING, FUEL & OIL SUPPLY

#### Cooling System—

Capacity—34 Qts. (U. S. Meas.)  
Radiator Flow—Gals. (U.S.) per min.

Thermostat—

Temperature Gauge—

Crankcase—Capacity 10 Qts. (U.S. Meas.)

Fuel Feed—Mechanical Pump: AC  
(Type D) No. 1521013

Air Cleaner—AC Oil-Wetted\*  
(with silencer) No. 865206

Gasoline Gauge—K-S Telegage

Oil Level Gauge—

Oil Filter—None

Ammeter—

Speedometer—North East (WDP)

No. 5030340

Cable (81 1/16") No. 5030396

Vacuum-Operated Devices:

Windshield Wiper—Trico

Service Motor (Closed Models) No. RSL-505



# The LINCOLNS

Some issues back, early 1973 Fork & Blade, I, with the help of Wm. R. MacKay, put in print the story of the Lincoln L's of the Yellowstone Park Transportation Company. At the time, both Bill and myself were at a loss to identify the serial numbers of all the Lincolns that the Yellowstone Park Company had purchased.

The Lincolns purchased were issued Park plates in the eight hundred series. There were no records for the following number plates: 801, 802, 804, 810, 813, 820, 823, 824, 825, or 827.

While at the Dearborn Meet in 1975, I spent some time at the Ford Archives where I managed to locate a small ledger book. This book contained every serial number, in sequence, of every L Lincoln

produced. The original Service Bulletins requested the serial number of your vehicle when ordering parts, and this ledger was the factory record of each and every Lincoln and how it was built and trimmed. As I read through the serial numbers, I was able to pick out the ones painted "Yellowstone Yellow".

As I read further, the numbers began to fall into place somewhat. My vehicle (#28195) was Yellowstone #804. Vehicles # 810 & #813 should have been #37037 and #37038. Vehicles #37502, #40194, and #40197 account for #823, #824, and #825.

The other two, vehicles #826 was a sedan #45225 and #828 which was # 49428 were not painted Yellowstone Yellow. so the missing #827 most likely had a standard factory paint job.



photos and story

by hugh nutting

YELLOWSTONE  
NATIONAL  
PARK





## OF THE YELLOWSTONE PARK TRANSPORTATION COMPANY

Another interesting thing to come out of the Archives was a couple of facts about shipping procedure. The L Lincolns were shipped by box car. The standard production models seemed to have been built and shipped in lots to a given destination. The Yellowstone Lincolns with their special paint job showed Detroit as their shipping point. This leads me to believe that special order cars were returned to the Lincoln plant from the body builder for final inspection.

While continuing my research, another surviving member of the group of Yellowstone Lincolns turned up this last summer at the V.M.C.C.A

Meet in Boulder, Colorado. It was #806, a Lincoln touring belonging to Russ Ostrander. Included as part of the Meet was a tour to the Estes Park home of the Stanley twins' famous Stanley Hotel. I found this to be a fitting setting to photograph one of the Yellowstone 'L' Lincolns which once earned its keep in the tourist business.

As a final observation, the four-color Lincoln ads printed from 1925 & 1926 in most cases present the series 123 & 124 Lincolns in bright yellow. The artist may have seen the Yellowstone Lincolns also!





## 1ST ANNUAL LOC SOUTHERN CALIFORNIA TOUR

Two days before the meet, Tom & Gwen Powels, who were hosting the event, had about five confirmed reservations for the tour and lunch. Rick Zobelein stopped by and took a look at the list and all wondered what the end result would be. With that, everyone got on the telephone and started to call up all the Lincoln owners in Southern California. Several members said that they had forgot and would still attend anyway; others were coming but had not made reservations, and one VERY prominent member admitted to Tom that he hadn't been reading his Fork & Blade and had missed the notice.

The meeting place for the tour was at Sambo's restaurant on Ventura Blvd. in Tarzana. After a good breakfast, the caravan assembled and departed in numerical order with Gwen Powels in the lead and Tom close behind. (Tom has a tendency to leave everyone behind when he leads a tour with his "Stetson" KB Lincoln sedan.)

The ride up to the Big Oaks Lodge was quite enjoyable even though the weather was very hot. A few vehicles started to vaporlock but all managed to make the trip to the lodge which was situated in the hills just outside of Saugus. Upon arrival, the drivers wasted no time in finding their way into the bar for a drink with Bill Burchett leading the way. While everyone was getting acquainted, Gwen went in to see how the buffet was coming along and then returned to announce that chef Andy was ready to serve up some of his delicious roast beef. Needless to say, the meal proved to be excellent with most of the thirty-five people returning for seconds. Toward the end of the buffet, Tom and Gwen got up and made a few announcements and passed out the "Peoples Choice" awards for the three most popular Lincolns as voted by the attending members. Also, each driver received a certificate certifying the fact that he had participated in the tour. It was a great day for all.





### PATRICIPATING MEMBERS

#### LOC SOUTHERN CALIFORNIA MEET

Harry Andrews & Sons  
1932 KB Judkins Coupe

Harold Bowen

Bill Burchett & his mother "Mig"  
1932 KA Murray 3w Town Sedan

Bob Cash

Robert Fender

Frank Golisch  
1937 Brunn Touring Cabriolet

Bob & Ann Mills, guest- Russ Derrich  
1932 KA Murray 3w Town Sedan

Tony Pacione  
1927 Judkins Coupe

Clair Schutte, guests-Marge Ziegler  
& Fred Lange

Walt & Larrie Shearer & family  
1933 KA Murray Phaeton

Gordon Wallingford

Tom Powels  
1932 KB Judkins Berline

Rick Zobelein

Frank & Shirley Hansen

Gwen Powels  
1935 2w Town Sedan

Don Heimes

Lyle Finley  
1938 Judkins Coupe  
1934 Judkins Berline  
(Dick Towers driving)  
1936 LeBaron Con. Sedan  
(Don Gabaree driving)

#### PEOPLE'S CHOICE AWARDS

Walt Shearer

Lyle Finley

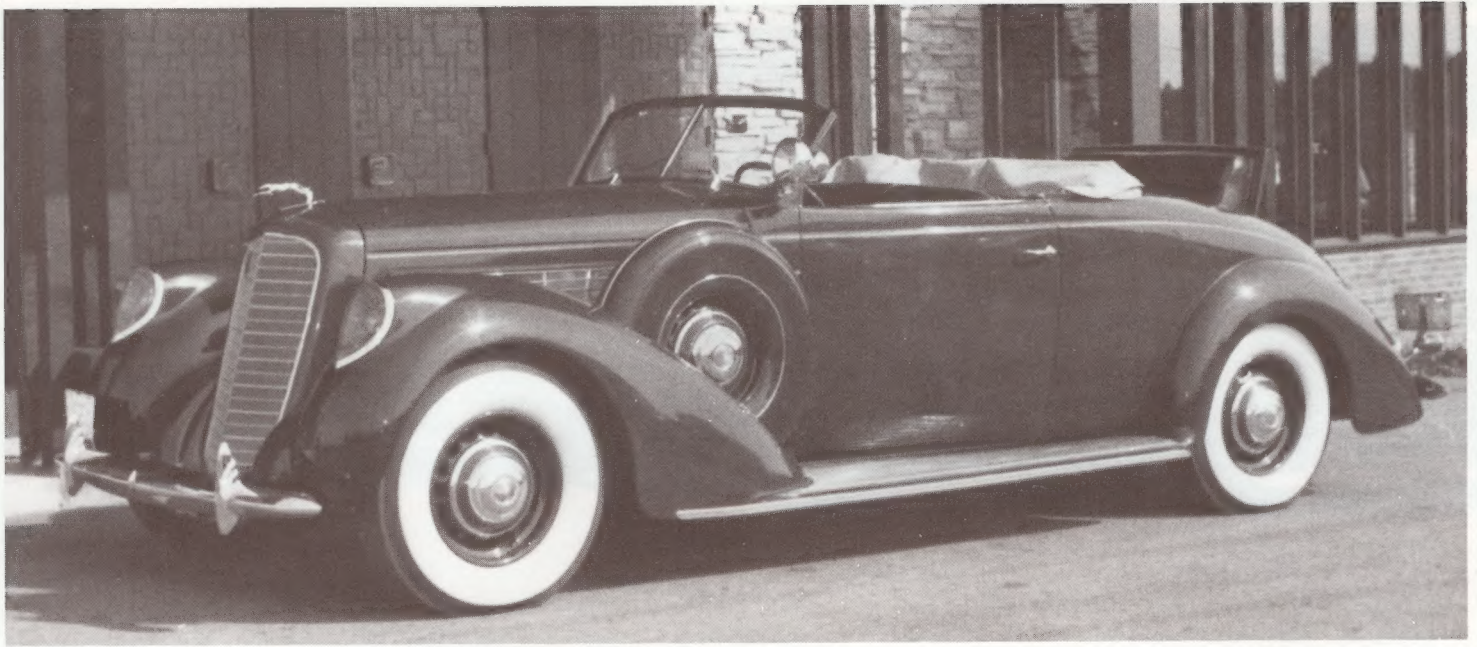
Harry Andrews

1933 KA Phaeton

1936 LeBaron Con Sedan

1932 KB Judkins Coupe





# Bringing Home a Classic

By

*Pete Hastert*

Sunrise found us finishing up a hearty breakfast and making final preparations for our trip from Rockford, Ill. to Cleveland, Ohio. Today was November 14, 1978 and our 6:00AM departure time was almost upon us. Our purpose was to pick up a 1939 LeBaron Model 410 Convertible Roadster and return home by the next evening. With the help of my good friend, Don Carlyle, we hitched up the big tandem axle trailer to our 1975 International Carryall and proceeded south.

The trip down was uneventful, but the excitement of owning another fine Classic found our conversation returning to the Lincoln time after time. Arriving in Cleveland, we wasted no time in loading the Lincoln on to the trailer and double checked everything as we went about our task. By this time the sun had disappeared on the horizon and, feeling quite sa-

tisfied, we left for dinner and a few drinks.

Early to bed and early to rise put us on the road at 6:00AM the next morning. About seventy miles outside of Cleveland, we began hearing strange noises emanating from the trailer. Before we could stop and investigate, a wheel bearing on the trailer burned out, the wheel came off and passed us, disappearing into a nearby corn field. After pulling over onto the shoulder of the road, I got out to survey the situation while Don went after the wheel. Flares were set up behind the trailer and we waited for help to arrive. Soon a patrol car came by and called in for a wrecker to come out and give assistance. An hour and a half later the wrecker arrived, only to tell us that nothing could be done to fix the trailer now. He suggested blocking



up one side of the bad axle so that the trailer could be towed on three wheels instead four. Obviously, the Lincoln would have to come off.

We now had a little caravan assembled; the Lincoln leading, followed by the International with trailer, and the patrol car bringing up the rear. Two miles down the road, the Lincoln started overheating and we all pulled over. The police officer advised us that the nearest gas station was eight miles down the road; however, there is a creek nearby (about 300 ft) and we could get water there. Everyone rushed to get the water can but there was none to be found. So, we made do with soda pop cans we found along the side of the road. After ten trips with three cans, the radiator was filled and off we went.

The Lincoln performed quite well and gave no trouble until we were

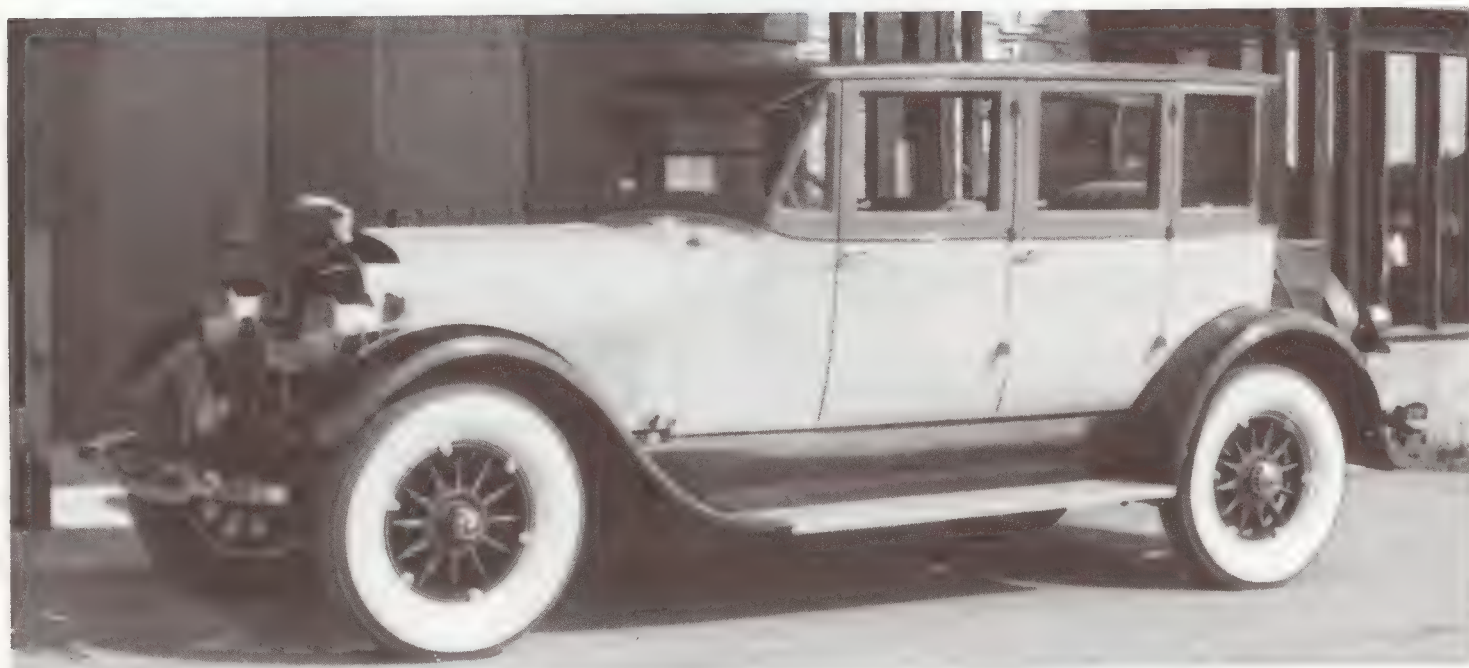
about five miles from Rockford. At that point the right rear tire went flat. It was now past 6:00 PM and we had no tools or jack. A quick phone call and a short wait brought the necessary equipment. Our only choice was to use the spare which was located in the wheel well, and since the car just had a ground up restoration, it proved to be a heart breaking moment. Fifteen minutes later, we were home.

This beautiful roadster will find its new home located inside the front entrance of a restaurant I own in Rockford. (The Mark II Inn, 5011 E. State Street). The deep Maroon color and new leather upholstery draw many admiring remarks regarding the fine restoration done on this Classic.

Other Lincolns in my stable include a 1925 Judkins sedan, 1930 sedan, and a 1956 Mark II.

***Trailer It or Drive It?***

***Why Not Both!***







*The two-passenger coupe by Judkins, illustrated above, is an example of beautiful and desirable motor carriage of limited capacity mounted on the standard Lincoln chassis. Its appearance of great length and lowness is further enhanced by the moulding that runs from its nickeled radiator to its gracefully sloping rear deck. It will be displayed at the Petit Salons to be held in Oakland and San Francisco this month.*

*For a family car of maximum seating capacity, the Lincoln seven-passenger sedan, with the new Brunn-designed body, shown here, is attracting a great deal of attention. Spare seats in the tonneau are full width and heavily upholstered. Every feature bespeaks of good taste, while its performance and riding qualities make for the best in luxurious transportation.*

## Special Showing for Lincoln Motor Cars

**M**OTORISTS interested in quality cars are being given an opportunity of becoming fully acquainted with Lincoln motor cars, and of inspecting the distinctive body types along with a number of the more exclusive custom-built bodies created by such builders as Brunn, Fleetwood and Judkins, at the Petit Salons being held throughout the country by the Ford Motor Company.

Two of these special showings of Lincoln motor cars are being held this month in the Bay Cities. The first will be at the Hotel Oakland ivory ballroom November 5, 6 and 7 and the second

at the gold ballroom of the Palace Hotel in San Francisco, November 10 to 13, inclusive. There will be settings of unusual beauty and music by well-known orchestras.

Among the custom-built bodies to be shown is a Fleetwood seven-passenger inside-drive limousine, finished in thistle green and equipped with wire wheels. There will also be a Judkins Berline and a Judkins two-passenger coupé finished in blue, a body type of unusual interest to those desiring a car for personal use.

Visitors at the Petit Salons will also have an opportunity of studying the

Lincoln motor. A special cutaway motor, with mirror underneath and brilliantly lighted showing all working parts, will be on display. Another feature will be the showing of a standard Lincoln 136-inch-wheelbase chassis, upon which all body types are mounted, presenting the exacting details carried out in Lincoln construction.

Details of fine coach work will be shown in a Lincoln body in white, permitting full inspection of the body construction. The Ford Motor Company of San Francisco announces that the salons will be open from 10 a. m. until 10:30 p. m. every day.



# The Market Place



All ads submitted for inclusion in "The Market Place must be related to those Lincolns that fall within the framework of the Lincoln Owners' Club.

## FOR SALE

L

1928-30 Gasket set, \$76.50; rebuilt thermostats, \$75.00; Running board mouldings, 1924-28, \$100.00 set, (straight lengths, not plated); rubber grommets: horn, lites, choke rod, sidemounts, etc., \$1.00 each; rubber bumpers, (frame to axles), front or rear, \$9.00 each; muffler end castings: front or rear, not machined, \$42.50 each; machined, \$74.50 each; 3 muffler tubes, not assembled, \$92.00; 3 bolts and washers to hold muffler together, \$10.00; muffler front flange, \$5.00, gasket, \$1.00; muffler rear flange, \$5.00, gasket \$1.00; Tail pipes, (2") \$20.00; Exhaust pipes, \$20.00; Serial number plates for firewall, \$5.00 each, (add \$5.00 for numerals); Serial number plates for starter-generator, \$5.00 each; water pump couplers, \$3.00 each, (4 required); bearing bolt locks, \$.50 each; fan belts, \$9.00 each; radiator hose springs, \$5.00 each; hood hinges, \$40.00 a set, unplated; headlites, 1922-26, \$22.00 each, body only, no bezel, spinning, no machining; headlite rims, (doors) 1922-26, \$15.30 each, no machining; Tailights, 1922-26, body & bezel, \$15.00 each, no machining; valve springs, \$2.50 each, (16 to a set); straight grease fittings, \$2.00 each; 90 degree grease fittings, \$3.00 each; dust covers, \$.50 each; Buffalo rear spare tire castings; Lincoln lapel pins, \$2.50; ALL PRICES ARE PLUS SHIPPING.  
Contact: Wauconda Auto Antiques, PO Box 189, Algonquin, Ill. 60102.

Intake manifold gaskets, \$3.00 each, (2 required); exhaust manifold gaskets, \$1.50 each, (4 required); heat riser gaskets, \$1.00 each, (4 required); Exhaust collector pipe gaskets, upper, \$1.50 each, (2 required), lower, \$2.50 each, (1 required). 1928-1930 head gaskets, steel, \$55.00 a pair; 1931 distributor, (no cap), \$50.00 each;



1929 L 5 passenger sedan, show car restoration started. Good aluminum body, rebuilt engine, new wood, fenders and frame finished and painted with Imron. 1930 7 passenger parts car included to complete car. \$10,000.00. Contact: Jim Reynolds, (313) 356-2057, Michigan.

1929 L Judkins Limo. Berline with blind rear quarter and Landau Irons, obtuse windshield; a completely original car in good condition. Complete engine overhaul but not running yet. Original Chicago car with South Shore Country Club sticker on windshield. I am the third owner. Car is 99% complete with mascot, trunk and rack, Lorraine Spotlite, side mount locks, intercom, all lamps and lenses, etc; missing one firewall junction block cover. Mohair front and rear seats plus one curbside facing jump seat; price: \$8,500. Many extra parts available to buyer including crankcase, taillight, rear end, wheels, hubs, tinted interior visors, 2, 3, & 4 trumpet Sparton Horn sets, 30" & 36" Buell air horns with compressor, controls, etc. Wood(lite? ed.) head, fender and cowl lite set, single Pilot Ray, and other accessory items, also a 1932 transmission. Contact: John H. Buckley, 1531 Broadway, Indianapolis, Indiana, 46202. (317- 632-5975). Trade & price negotiable.

Handmade oriental rugs, 14" x 48" to fit perfectly in the backseat floors of all classic Lincoln closed car models. Offered in green, blue and beige predominant colors. Excellent quality and a perfect gift at \$135.00 postpaid.

Contact: P. Loree, 2057 Bush Rd. Grand Island, N.Y. 14072. (716-773-3131)

*Avast there, ye erudite Lincoln owners! There will be a Lincoln Meet & Noon family picnic at my home, near the spreading oaks, on Sunday, May 25, 1980. The horseshoe drive in front of my home will easily hold twenty-five to thirty Lincolns; let's try to fill it. Bring your favorite eating materials; tables, chairs, liquids, etc. will be furnished. The heavy (?) repast will be followed by a caravan drive along the beautiful St. Croix river valley.*

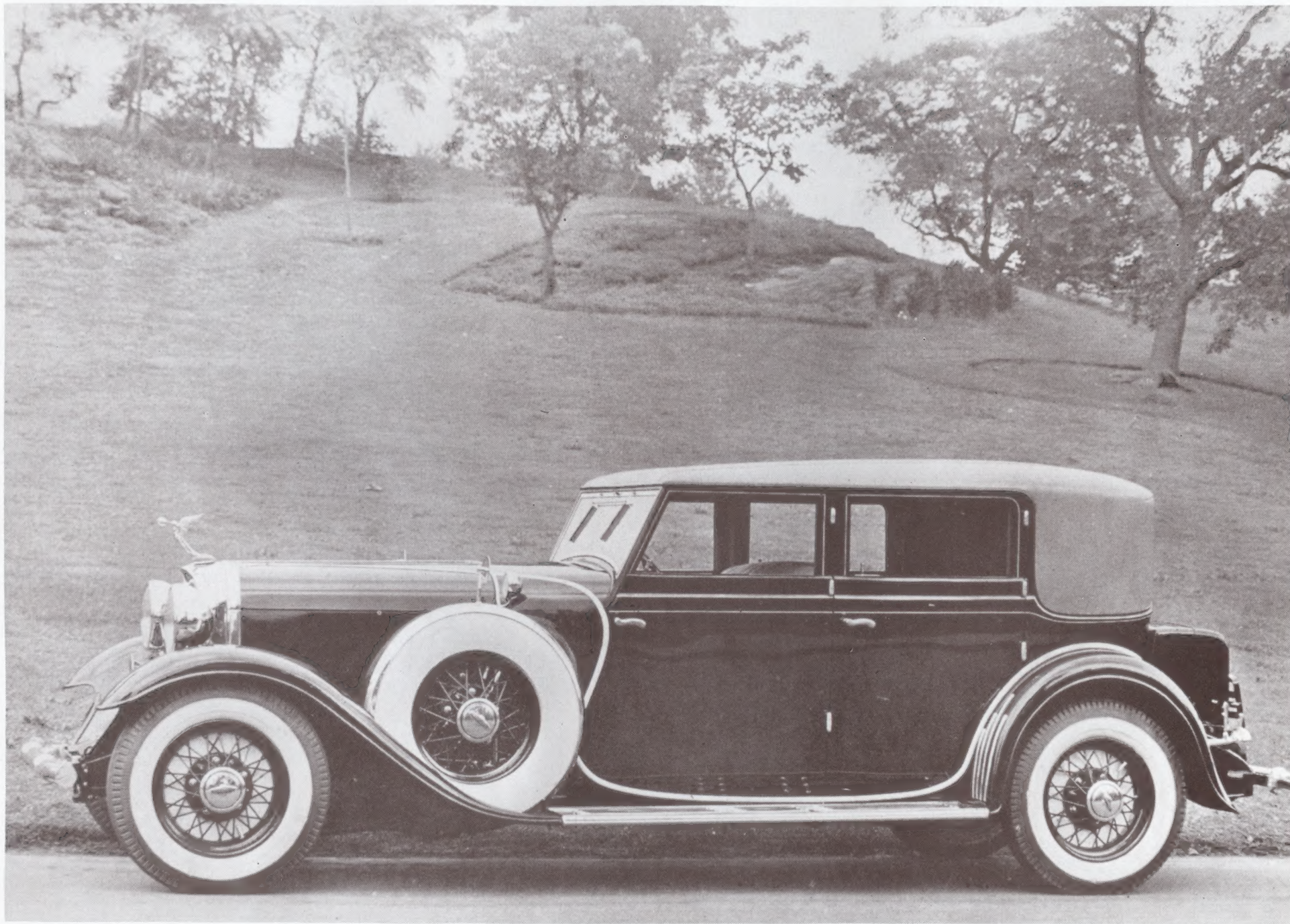
*Please try to forgive the ridiculously short notice of only five months. (You will recall the ancient Sybarites required a full year's notice to prepare to attend a party and considered any less time vulgar!) Thus I beseech you to speed your preparations and do come to the regional meet. Aeolus has already been devoutly supplicated to bring naught but fair skies that date, so there is no need to choose a rain date.*

*RSVP BY MAY 15, 1980. Come in a vintage Lincoln if possible; if not, any year Lincoln. If that's not possible, even French Mail will do! PRITHEE, PLEASE COME.....*

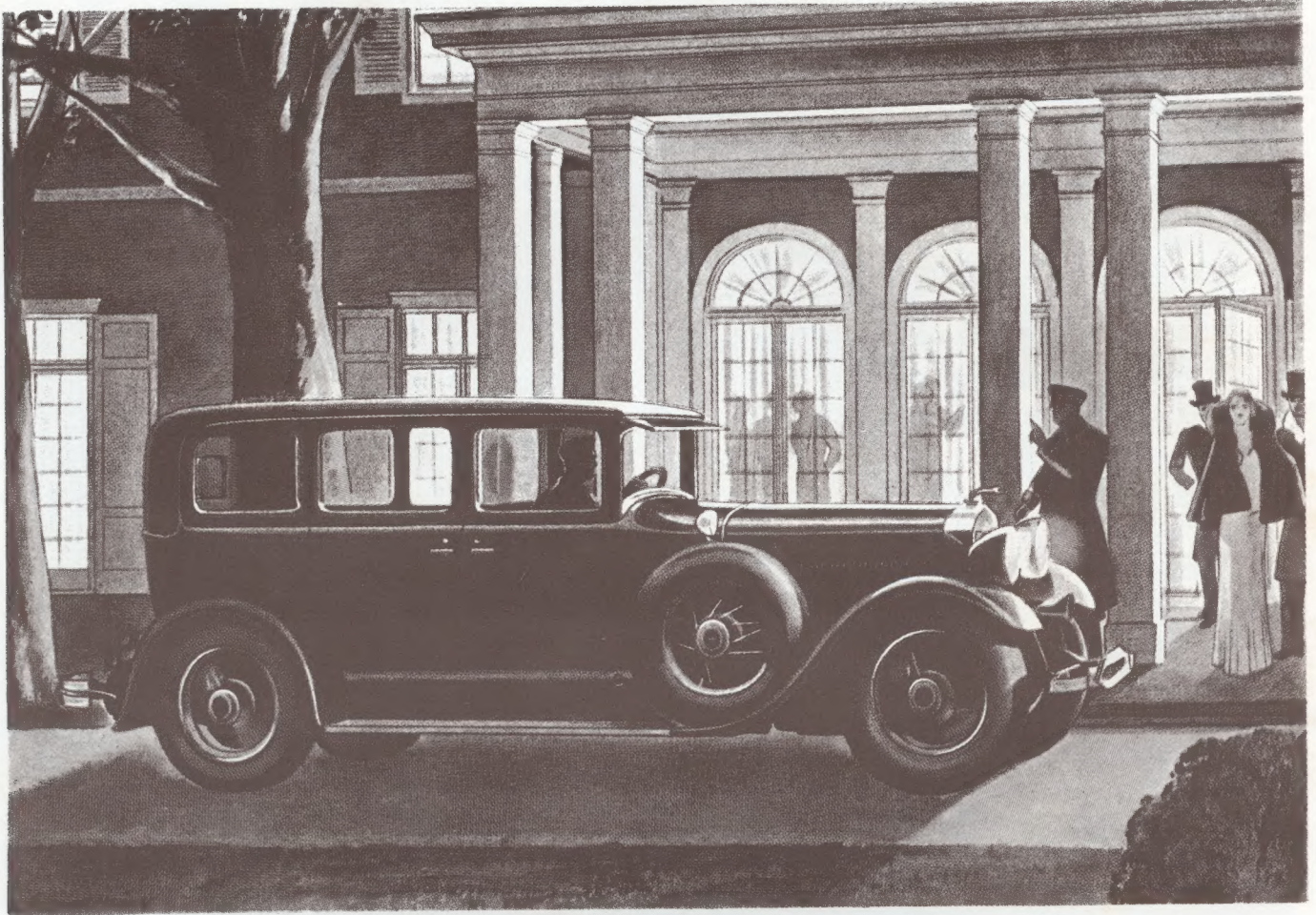
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The beauty of the Lincoln goes as deep as the innermost parts of the motor . . . it is part of the steel of the chassis . . . it is in the sleek contours of bodies designed by the country's foremost custom coachmakers. This is the open secret of the Lincoln's unmistakable style. . . . Its rightness of line is directly expressive of the inner rightness of a mechanism able to meet every demand that can be put upon a motor car on country roads and in city traffic.

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*Lincoln motor cars can be bought for as little as \$4200, f. o. b. Detroit. This price includes full equipment.*